### THE REGISTER FOR 1821.

The official Army Register for 1871 18 being revised by the Adjutant General, but will, not be published before next monta. Final action has yet to be taken in the cases of several officers who have been before the retiring boards. Meantime we present our readers with our aunual register for 1871, corrected to date.

The many changes that have recently been made leave very few

OLD OFFICERS on the active list. Out of over two thousand officers now on the rolls only fifty nine have served continuonsly thirty years or more, and thirty-nine of these belong to the stan departments, whose duties necessarily restrict them to office work. Six are general officers, two are field officers of cavalry, five of artillery and seven of infantry. Five of the officers referred to have served over forty years—viz., Commissary General Amos B. Eaton, forty-four years; Brigadier General Philip St. George Cooke and Colonel William Maynadier (ordnance) fortythree years each: Paymaster Franklin E. Hunt, fortyone years, and Coionel R. H. K. Whitely, of the Ordnance Department, forty years,

VACANCIES. There are eighty-six vacancies which cannot be filled until Congress repeals section six of the act of March 3, 1899, prohibiting appointments and promo-tions in the star departments. The vacancies are:-Adjutant General's Department .- One colonel and

Inspector General's Department.-One neglement Quartermaster's Department .- Three colonels. wo lieutenant colonels and three military store-

teepers (captains). S beistenes Department,-One captain. Media. Department. Og Bentant colone hief Medical Purveyor), two surgeons (majors), and

orty-six assistant surgeons (first lieutenants).

Pay Department.—Five majors. Corps of Engineers .- One colonel, two majors wo esptains, two first lieutenants and two second cutenants.

Ordnance Department .- One lieutenant colonel, two majors, three captains, two second heutenants and one military storekeeper (captain).

An effort will be made to have the prombition re-

ferred to removed. If successful the following officers will be "carried up" in the natural cours To Colonel-Lieutenant Colonel James B. Fry, Assistant Adjutant General; Lieutenant Colonels Lang-

don C. Easton, Stewart Van Vliet and John C. McFerran, Quartermaster's Department; Lieutenant Colonel Israel C. Woodruff, Corps of Engineers. To Lieutenant Colonel-Major William D. Whipple, Assistant Adjutant General; Major Absalom Baird, Assistant Inspector General; Majors Tred-

well Moore, Hyant C. Ransom, Asher R. Eddy, Rufus Saxton and Judson D. Bingham, Quartermaster's Department; Major Robert S. Williamson, Corps of Engineers; Major James G. Benton, Ordnance Department, and To Major-Captains William Myers and Charles

W. Thomas, Quartermaster's Department; Captains Franklin Harwood, John W. Parlow and Peter C. Haines, Corps of Engineers; Captains James M Whittemore, A. R. Buffington and Daniel W. Flagler, Ordnance Department. The following is our

Army Register for 1871. GENERAL OFFICERS. General of the Army-William T. Sherman. Lieutenant General-Philip H. Sheridan.

Major Generals-Henry W. Halleck, George G. Meade, Winfield S. Hancock and John M. Schofield. Brigadier Generals-Irvin McDowell, Philip St. orge Cooke, John Pope, Oliver O. Howard, Alfred H. Terry, Edward O. C. Ord, Edward R. S. Canby and Caristopher C. Augur. ADJUTANT GENERAL'S DEPARTMENT.

Adjutant General-Brigadier General Edward D

Assistant Adjutant Generals—Colonel Richard C.
Drum, Lleutenant Colonels James B. Fry, George L.
Hartsuff, John C. Kelton, Robert Williams, Majors
William D. Whippie, Chauncey McKeever, George D.
Rugnies, Thomas M. Viacent, Oliver D. Greene,
Samuel Breck, Louis H. Pelouze, Henry C. Wood,
Joseph H. Taylor and James P. Martin.

INSPECTOR GENERALS.

Colonels Randolph B. Marcy, Delos B. Sacket, Edmund Schriver and James A. Hardie.

Assistant Inspector Generals—Lieutenant Colonels Nelson H. Davis, Roger Jones, Majors Absolom Baird and Elisha H. Luddington.

BUREAU OF MILITARY JUSTICE.

Judge Advocate General—Brigadier General Joseph Holt.

nt Judge Advocate General-Colonel William

Assistant Judge Advocate General—Colonel William
McK. Dunn.

Judge Advocates—Majors Guido N. Lieber. De
Witt Cinton, William Windbrop, H. B. Barnham,
Thomas F. Barr, Herbert P. Curus, Henry GoodielJow and David G. Swain.

CHIEF SIGNAL OFFICER.

Colonel Albert J. Meyer,
Quartermaster General—Brigadier General Montgomery C. Meigs.

Assistant Quartermaster Generals—Colonels Robert Alen, Daniel H. Rucker and Rufus Ingalis.

Deputing Quartermaster Generals—Lieutemant ColoDeis Langdon C. Easton, Stewart Van Vliet, John C.

Micherran, Saunes B. Hotabira, Robert O. Tyler,
Charles H. Tompkins, James A. Esin and FredeTack Mycrs.

Countermaster Majors Alexander Montgomery
Charles B. Tompkins, James A. Esin and FredeTack Mycrs.

Tick Nyers.

Quartermasters—Majors Alexander Montgomery,
Tredwell Moore, Hyatt C. Ransom, Asher R. Eddy,
Rufus Saxton, Indson D. Bingham, Alexander J.
Petry, Henry C. Hodges, John G. Chandler, Charles
G. Sawtelle, James J. Dana, Joseph A. Potter, R. N.
Batcheider, M. I. Luddington and James M. Moore.

SUBSISTENCE DEPARTMENT.

Commissary General of Subsistence—Brigadier
General Amos B. Eaton.

Assistant Commissary Generals of Subsistence—
Colonels Alexander E. Shiras, Charles L. Kliburn;
Lieutenant Colonels Marcus D. L. Simpson and
Henry F. Clarke.

Benry F. Clarke.

Commissaries—Majors William W. Burns, Amos
Beckwith, John McL. Taylor, Beckman Du Barry,
Robert McFeeley, Thomas J. Haine, George Bell and

Michael B. Morgan. MEDICAL DEPARTMENT. Surgeon General-Brigadier General Joseph K.

Assistant Surgeon General-Colonel Charles H. Chaef Medical Purreyor-Vacant.

Assistant Medical Purveyors—Licutenant Colonels Sert Murray, Charles Sutherland and Jedediah H.

Baxter.

Surgeons (of more than ten years standing)—
Majors Adam N. McLaren, Joseph J. B. Wright,
John M. Chyler, Madison Mills, Eugene A. Abadie,
Charles McCormick, Charles H. Land, Josiah Simpson, William J. Sloan, William S. King, James
Simons and Charles C. Keeney. Paymaster General—Brigadier General Benjamin
W. Brige

W. Brice.

Assistant Faymaster Generals—Colonels Nathan
W. Brown and Daniel Meclure.

Deputy Paymaster Generals—Lieutenant Colonels
Hiram Leonard and Cary H. Fry.

The annual caymasters are Majors Benjamin

The ten senior paymasters are Majors Benjamin Alyord, Franklin E. Hunt, Henry Prince, Samuel Woods, Augustus H. Seward, Robert A. Kinzie, George L. Febiger, David Taggart, Henry C. Pratt Chief of Engineers.—Brigamer General Andrew A.

npureys.
John G. Barnard, George W. Culium,

Henry W. Benham, John N. Maconio and James M. Simpson.

Leutenant Colonels—Israel C. Woodruff, Zealous B. Tower, Horaro G. Wright, John Newton, George Thorn, John D. Kuriz, Barton S. Alexander, William F. Raynolds, Charles S. Stewart, Charles E. Blunt, John G. Poster and James C. Daane.

The ten senior majors are Robert S. Whilamson, Quincy A. Gilmore, Frederick E. Prime, Thomas L. Casey, Nathaniel Michier, John G. Parke, Gonverneur K. Warren, George H. Aendell, Henry L. Abbott and William P. Craighill.

Chief of Ordnance—Brigadier General Alexander B. Dyer.

B. Dyer. Colonels-William Maynadier, Robert H. K. White

Colonels—William Maynadler, Robert H. K. Whiteley and Peter V. Hagner.

Lecutenant colonecs—Frank D. Callender, Thomas

Rodman and Theodore T. S. Laidley.

Majors—James G. Benton, John McAllister, Stephen V. Benet, Silas Crispin, John W. Todd, Thomas

Treadwell, Thomas G. Baylor and Horace Porter.

FIRST CAVLALY.

Colonel—Alvap C. Gillem.

Lieutenant Cotonel—Washington L. Elliott.

Majors—Elmer Otis, John Green and George G.

Hunt.

Captains—James Biddle, George B. Sanford, Ed-

Huntt.
Captains—James Biddle, George B. Sanford, Edwin V. Sumner, James C. Hunt, David Perry, Reuben F. Bernard, Thomas McGregor, Stephen G. Whippie, James Jackson, Joet G. Trimbie, Henry Wagner and Camilio C. C. Carr.

Colonel—Innis N. Palmer.

Lieutenant Colonel—Albert G. Brackett,
Majors—Nelson B. Sweitzer, James S. Brisbin and
Engene M. Baker.

Engene M. Baker.

Captains.—David S. Gordon, Henry E. Noyes, Edward Ball, John Mix, Thomas B. Dewees, Lewis Hompson, George L. Tyler, Edward J. Spaulding, Bijah R. Wells, James Egan, Alfred E. Bases and Eneca H. Norton.

THIRD CAVALRY.

Colonel—Joseph J. Reynolds.

Elementar Colonel—Cuvier Grover.

Majors—Nathan A. M. Dudley, Andrew W. Evans and John V. Du Bois.

Captains—James Curtis, Anson Mills, William Hawley, Gny V. Henry, Frank Stanwood, Frederick Van Vliet, Charies Meinhold, Alexander Moore, Geraid Russell, Deane Monahan, Thomas L. Bront and Alexander Suterius.

Gerald Russell, Deane Monahan, Thomas L. Bront and Alexander Suterius.

FOURTH CAVALRY.

Colonel—Ranald S. Mackenzie,
Lieutenant Cotonei—James H. Carleton.

Majors—John P. Hatch, Ailred E. Latimer and John K. Mizner.

Cuptains—N. B. McLaughlin, Clarence Mauck, John A. Wilcox, Eugene B. Beaumont, William W. Webb. William O'Coanell, John Lee, Edward M. Heyl, Joseph Rendebrook, Wirt Davis, Sebastian Gunther and Clunton J. Powers.

FIFTH CAVALRY.

Colonel—William H. Emory.
Lieutenant Colonel—Thomas Dancan.

Majors—Eugene A. Carr, William B. Royall and Eugene W. Criteenien.

Captains—Julius W. Mason, Edward H. Leib L. Samuel S. Summer, William H. Brown, Gustavi Groan, Alexander S. Clarke, Philip Dwyer, Er. Adams, John M. Hamaton, tobert P. Wilson, Aled B. Taylor and R. H. Mongomery.

Colonel—James Onkes.

Lieutenant Colonel—Toomas H. Neill.

M. jors—Tobert M. Morris, Charles E. ompton and Abraham K. Arnold.

Captains—John J. Upham, Sheldon Sturzeon, Joseph C. Andenried, Carwen B. McLela, Joseph Kerm, Samuel M. Whiteside, Danlel Maden, John A. Irwin, Tallius C. Tupper, Adma R. hamee, Reuben N. Fenton and Whitam A. Radert

SEVENTA CAVALRY.

Colonel—Samuel D. Surgas.

Lieuten and Connel—Leorge A. úster.

Mojors—Joseph G. Thlord, Lo. & Merrill and Mar-Mojors—Joseph G. Thlord, Lo. &

SEVENTH CAVALRY.

Colonel—Samuel B. Saurgeis.

Lieuten in co.onel—George A. aster.

Majars—Joseph G. Tillord, Lq. 8 Merrill and Marcus A. Reno.

Captaine—Verling K. Ha, William Thompson, Frederick W. Bentsen, Mes W. Keogh, Edward Myers, Michael V. Shadan, John E. Torriciotte, George W. 18tes, homas B. Weir, Thomas H. French, Samuel M., oboins and Owen Hale.

Eig Til Cavalry.

Colonel—Inn J. Gregg.

Leaten ac Colonel—Hours C. Devin.

Majes—Andrew J. Alexander, William R. Price an Jayad R. Clendenin.

Cautains—Henry C. Bankhead, William Kelly, Samuel G. M. Young, James d. Williams, Charles A. Hartwell, James F. Randiett, Samuel K. Schwenk, Charles Hobart, Albert S. Kauffman, William McCleave, Almond B. Weils and Edmend G. Fecnét.

NINTH GAVALRY (COLORED).

Colonel—Edward Hatea.

Lieutenant Colonei—Wesley Merritt.

Colonel—Edward Haten. Lieutenant Coonel—Wesley Merritt. Majors—James F. Wade, George A. Forsyth and Lieutenant Coonei—Wesley Merritt,
Majors-James F. Wade, George A. Forsyth and
Albert P. Morrow.
Chapjain—Manuel J. Gonzales.
Caphains—George A. Purington, John M. Bacon,
Edward S. Meyer, Henry Carroll, Frank T. Bennett,
Ambrose E. Hooker, Charles D. Beyer, Henry E.
Alvord, Francis S. Bodge, Michael Cooney, Oscar
Hagen and J. Lee Humireville.
TENTH CAVALRY (COLOBED).
Colon-l—Benjamin H. Grierson.
Lieutenant Colonel—John W. Davidson.
Majors—James W. Forsyth, George W. Schofleid
and D. B. McKabhin.
Chaplain—George W. Pepper.
Caphains—Cheb H. Cartton, Nicholas Nolan, Louis
H. Carpenier, James W. Waish, George T. Robinson,
J. B. Vande W. ede, Theodore A. Badwin, Thomas
Little, Charles D. Viele, Stephen T. Norvell, Philip
L. Lee and William B. Kennedy.
FIRST ARTILLERY.

Colonel-Israel Vogiles.

Colonel—Israel Vogles.

Lieutenant Colonel—Emory Upton.

Majors—John M. Brannon, John Hamilton and Clermont L. Best.

Cuptains—William Silvey, Henry W. Closson, Loonis I. Languon, Whitam M. Graham, Richard H. Jackson, Royal T. Frank, Amason M. Rangol, Samnel S. Eider, Franck E. Taylor, William L. Haskin, Tully McCrea and George Meide.

SECOND ARTILLERY.

Colonel—William F. Barry.

Licutenant Colonel—William H. French.

Majors—Harvey A. Alien, Edward G. Beckwith and John C. Tidball.

Capations—James M. Robertson, Edward R. Piatt, A. C. M. Pennington, John J. Rodgers, Samuel N. Benjamin, Elwarl B. Williston, Frank B. Hamilton, William McK. Dunn, Jr., Joseph G. Ramsay, George T. Olmstead, Henry G. Litcaneld and Carle A. Woodruff,

THIRD ABTILLERY.

Colonel—George W. Getty.
Leutenant Colonel—Romeyn B. Ayres,
Majors—Gustavus A. De Russy. Horatio G. Gibson and Robert V. W. Howard.
Czbians—Alexander Piper, James McMillan, Edward C. Boynton, Robert N. Scott, La Ruett L.
Livingston, Dunbar R. Ransom, Lorenzo Lorain,
Abrain C. Wildrick, William Sinclair, Edward R.
Warner, Esraine Gittings and John G. Turnbuil.

Colonel—Horace Brooks.
Lieutenant Co onel—Joseph Roberts.
McJors—Albion P. Howe, Joseph Stewart and
Charles H. Morgad.
Capitams—John Mendenhall, Richard Lodor,
Francis Beach, Marcus P. Miller, C. B. Throckmortor, Evan Thomas, Henry C. Hasbrouck, John Egan,
Joseph B. Campbell, Frank G. Smith, Appleton D.
Palmer and George is. Rouncy.
FIFTH ARTILLERY.

Colonel—Henry J. Hunt.
Lieutenant Colonel—Frederick T. Dent.
Majors—William Hays, George P. Andrews and
Truman Seymour.
Capitans—Richard Arnold, Herbert A. Hascall,
Edmand C. Bainbridge, George A. Kensel, Francis
L. Guentaer, Henry A. Du Pont, Jaco J. Rawes. THIRD ARTILLERY.

Truman Seymour.

Capitans—Richard Arnold, Herbert A. Hascall,
Edmand C. Bainbridge, George A. Kensel, Francis
L. Guentaer, Henry A. Du Pont, Jacoo J. Rawles,
James W. Piper, W. F. Randolpin, L. S. Gansevoort,
H. F. Brewerton and B. F. Rittenhouse.

PIRST INFANTRY.

Colonel—Thomas G. Pitcher.

Lieutenant Colonel—Pinckney Logenbeel.

Major—Gear A. Mack.

Capitans—Robert H. Cfiley, Isaac D. De Russy.
Lesite Smith, Kinzie Bates, Garriek Mallery, Robert
E. Johnston. Fergus Walker, George S. Gailupe,
Tromas L. Tollman and Walkam N. Tisdall.

SECOND INFANTRY.

Colonel—Samuel W. Crawford.

Lieutenant Colonel—thomas C. English.

Major—Peter T. Swaine.

Colonel—De Laucy Floyd-Jones.
Lieutenant Colonel—Thomas C. English.
Major—Peter T. Swaine.
Adjor—Peter T. Swaine.
Caprains—Meiville A. Cochran, Joseph S. Conrad,
Charles F. Trowbridge, William F. Drum, Adolf W.
Krontinger, Henry C. Cook, William Mails, William
Falck, Aaron S. Enggett and Frederick E. Camp.
Täird Infantary.
Colonel—De Laucy Floyd-Jones.
Lieutenant Colonel—Jonice.
Lieutenant Colonel—Jonice.

Coonel-De Lancy Floyd-Jones.
Lieutenad Colonel-John R. Brooke.
Major-Richard J. Dodge.
Captains-William H. Penrose, Daingerfield Parker, Jacob F. Kent, John H. Page, George E. Head, Edward Moale, Louis T. Morris, Robert P. Hughes, James H. Gageby and James A. Snyder.
FOURTH INFANTRY.
Colonel-Frankin F. Pint.
Lieutenant Colonel-Joseph B. Potter

Colonel.—Frankin F. Flint.
Lieudenant Colonel.—Joseph H. Potter.
Major.—Alexander Chambers.
Captains.—Charles G. Bartlett, John Rziha, Avery
B. Cain, William S. Collier, William H. Poweil, Edwin M. Coates, John Miller, Samuel P. Ferris, C. J.
Von Hermann and William H. Bisbee. Colonel-Nelson A. Miles.

Chronel—Neison A. Miles. Lieutenant Colonel—Charles R. Woods, Major—George Gibson. Captains—David H. Brotherton, Henry B. Bristol, Simon Snyder, James S. Casey, Samuel Ovenshine Edmond Butler, William G. Milchell, Wydys Lyman Ezra P. Ewers and Andrew S. Bennett.

Colonel—William B. Hazen.
Lieutenant Colonel—Daniel Huston, Jr.
Major—James P. Roy.
Captains—Otlando H. Moore, Montgomery Bryant,

Major—James P. Roy.
Captains—Othando H. Moore, Montgomery Bryant,
William W. Sanders, John S. Polan I, d. S. Hawkins,
Edwin R. Ames, Joseph B. Rife, William M. Wherry,
James W. Powell, Jr., and Jeremiah P. Schindel.

SEVENTH INFANTRY.
Colonel—John Giouon.
Licutenant Colonel—Charles C. Gilbert.
Major—William H. Lewis,
Captains—David P. Hancock, Charles C. Rawn,
Daniel W. Benham, Richard Comba, Henry B. Freeman, Thaddeus S. Kirtland, Robert Chandler,
George L. Browning, Waiter Chiford and George W.
Bahantine.

Colonel—James V. Bomford.

Lieutenant Coionel—Henry D. Wallen.

Major—John D. Wilkins.

Captain — Henry M. Lazelle, John F. Ritter.

Edwin W. Read, James J. Van Horne, George M.

Brayton, Alfred T. Smith, John N. Andrews, Frederick D. Ogilby, William S. Worth and Clarence M.

Balley.

Colonel-John H. King.

NINTH INFANIEL.

Colonet—John H. King.

Lieutenant Colonet—Lather P. Bradley.

Major—Edwin F. Tounsend.

Capiains—Philip A. Owen, William H. Jordan,
John D. Devin, Andrew S. Burt, Frederick Mears,
Thomas B. Burrowes, Campbell D. Emory, Edwin
Poilock, Samuel Munson and George B. Russell.

TENTH INFANTEY.

Colonet—Henry B. Ciltz.

Lieutenant Colonet—Alexander MeD. McCook.

Colonel—Henry E. Chiz.
Lieutemant Colonel—Alexander MeD. McCook.
Major—Thomas M. Anderson.
Captains—Nathaniel Prime, Edward G. Bush,
Robert H. Hall, Whilam L. Kellogg, Edwin E. Seiers, John B. Farke, Robert P. Wilson, Jesse A. P.
Hampson, John N. Craig and Francis E. Lacey.

ELEVENTH INFANTRY.
Colonel—William H. Wood.

Colonel—William H. Woon.
Lieutenant Colonel—George P, Buell.
Major—Henry Douglass.
Captains—Henry L. Chipman, Lynde Catlin,
Charles A. Wikoff, Theodore Schwann, George K.
Sanderson, Joseph Conrad, George L. Choisy, Robert
McClermont, Mason Jackson and Edgar C. Rowen.
TWELFTH INFANTRY.
Colonel—Orlando E. Wilcox.
Lieutenant Colonel—Anderson D. Nelson.

Migner.

Cotonet—Griano B. Wilcox.
Lieutenant Cotonet—Anderson D. Nelson.
Major—Henry R. Mizner.
Captatus—Richard C. Parker, May H. Stacey. Edward C. Woodruff, Harry C. Egbert, Richard H. Fond, Charles S. Tripler, Edmund F. Thompson, George B. Hoge. Thomas Byrne and James E. Put-THIRTEENTH INFANTRY

THIRTENSTH INFANTRY.

Colonel—Philip Regis De Trobriand.

Lieutenant Cotonet—Henry A. Morrow.

Major—Robert S. La Moute.

Captains—Alfred L. Hough, Nathan W. Osborn
Robert Nugent, Emory W. Chirt, Andrew M. Brow
Ferdinand E. De Courcy, Robert A. Torry, Chart
H. Whittiesey, Arthur McArthur, Jr., and Sc
Bonney.

Colonel-John E. Smith Colonel—John E. Smith. Lieutenant Colonel—George A. Woodward. Major—Matthew M. Blunt. Captains.—Guido liges, David Krause, Joseph H. Van Derslice, Frederick E. Trotter, Augustus H. Bainbridge, Glibert S. Carpenter, Daniel W. Burke. George W. Davis, CharleB. Atchison and George W. Dost

George W. Davis, CharleB. Atchison and George W. Dost.

FIFTEENTINFANTRY.

Colonel—Gordon Grapt.

Lieutenant Colonel—gust V. Kantz.

Major—John S. Mass.

Captains—Henry 'Ellis, Horace Jewett, E. W. Whittemore, Cham'ts McKibbeu. Charles Steelhammer, Alfred alberg, James P. Brown, James H. Stewart, Georgen Shorkley and Fred W. Coleman.

STEENTH INFANTRY.

Colonel—Gasha Pennypacker.

Leutenauvolonel—Robert S. Granger.

Major—Wham P. Carlin.

Cap air—Caleb R. Layton, James Kelly, Joshua S. Fletch, Jr., Duncan M. Vance, Arthur W. Allyn, Huga. The Ker, W. H. Bartholomew, W. G. Wedemey, Thomas E. Rose and Charles E. Morse.

SEVENTEENTH INFANTRY.

olonel—Thomas L. Crittenden.

Major—Robert E. A. Crotton.

Lieutenant coloned-Samuel B. Hayman.

Midor-Robert E. A. Crolton.

Capanias-E. P. Pearson, Jr., Edward Collins,
Lewis H. Saeger, Carine Boyd, John H. Donovan,
Charles E. Clarke, Henry Clayton, Clarence E.
Bennett, Malc.im McArthur and Frederick E. Gross-

EIGHTEENTH INFANTRY. Lewtenant Counet—Henry M. Black.
Major—James Van Voast. Edward W. Smith, Morgan L. Ogden, Jacob Kline, Edward W. Smith, Morgan L. Ogden, Jacob Kline, Edgar R. Keilogg, James Stewart, William H. McLaughin, Birney B. Keeler and Thomas J. Lloyd. NINETERNIE INFANTRY.

Colonel—Charles H. Smith.

Levi grant colonel.

Colonel—Charles H. Smith.

Lew enant colonel—Alired Sully.

Major—H. A. inambright.

Cuptains—Wilham f. Gentry, H. E. Stansbury,
William J. Lyster, John S. Wharton, James H. Branford, Philip H. Remington, Emerson H. LiscanJacob H. Smith, Charles W. Hotsenpiller and Luke

TWENTIETH INPANTRY.
Colonel—George Sykes.
Lucurenant Colonel—Lewis C. Hunt. Leutenant Colone Lewis C. Hunt.

Mojor—John E. Yard.

Captains—Edwin C. Mason, Henry G. Thomas,
John C. Bates, John H. Patterson, Lloyd Wheaton,
William Feicher, Abram A. Harbaca, John S. McNaught and John N. Coe.

Naught and John N. Coe.

TWENTY-FIRST INFANTRY.

Colonel—George Stoneman.

Lieutenant Coone—Frank Wheaton.

Major—Mitton Cogswell.

Captains—Whitam H. Brown, Thomas S. Dunn,
Rochard F. Oleurus, Evan Miles, Patrick Collins,
George M. Downey, William McC. Netterville, Harry

M. Smith, William Nelson and William D. Fuller.

Colonel—David S. Stanley.

Colonel—David S. Stanley.

Leutenant Colonel—Elwell S. Otts.

Major—Joseph N. G. Whistler.

Captain:—S. A. Wainwright, Charles A. Webb,
Joseph Bush, Charles J. Dickey, Francis Clarke,
Javan B. Irvine, John Hartley, Charles W. Miner
and George H. Cram.

and George H. Cram.

TWENTY-THIRD INFANTRY.

Colonel—Jefferson C. Davis.

Lieutenant colonel—George Crook.

Major—Alexander J. Dallas.

Cup ains—John J. Coppinger, George K. Brady,
George M. Randall, James Reuton, John L. Smyth,
Joseph T. Haskell, James Thompson, Thomas M. K.

Smith, Charles Wheaton and Azor H. Nickerson. TWENTY-POURTH INFANTRY (COLORED).
Colonel—Abner Doubleday.
Lectenant Colonel—William R. Shafter.
Major—Henry C. Merriam.
Clark. Jan. N. Sonnits.

Lieutenant Colonet—William R. Shafter.

Major—Henry C. Merriam.
Chaptan—Joan N. Schultz.
Capatis—Andrew W. Sheridan, Frank W. Perry,
Henry C. Corbin, C. N. W. Cunningham, Charies C.
Hood, John W. Clons, John C. Glimore, J. B. Conyngham, Fred M. Crandai and Lewis Johnson.

TWENTY-FIFTH INFANTRY (COLONED).
Colonet—John D. Stevenson.
Lieutenan Colonet—George L. Andrews.
Major—Zenas R. Bliss.
Chaptan—Eginton D. Barr.
Captain—Eginton D. Barr.
Captain—Eginton D. Barr.
Captain—David D. Vanvalzah, John W. French,
Charles Bentzonl, David Schooley, Frank M. Coxe,
Gaines Lawson, James H. Patterson, John Williams,
Lemuel Pettee and James S. Tocakins.
Nore.—In the foregoing register captains of cavalry, ar-Nore.—In the foregoing register captains of cavalry, ar illery and in actry have been arranged according to their rang in their respective regiments.

### NAVAL AFFAIRS.

The Navy Unfairly Treated by Congress JANUARY 10, 1871. TO THE EDITOR OF THE HERALD:-

Our navy seems to have but few friends in the present Congress. Can you tell me why this is? Has the navy falled in the performance of any duty of late? Was its record unsatisfactory during the war of the recellion? Can it be the wish of the people to aboush it?

It was once considered the favorite arm of the n tion; if so, what has it done to forfeit this good opinion? At the first session of the present Congress the estimates for repairs and improvements at the naval stations, &c., were so reduced as to make

the naval stations, &c., were so reduced as to make them insufficient for the repairs alone, and the money which had been previously appropriated for such purposes was ordered to be returned to the Treasury.

The pay of the navy was also reduced, while that of the army was increased, so that the retired pay of an army officer is now more man the active duty pay of an army officer is now more than the active duty pay of a navy officer of the same assimilated rank. One of the first acts of the second session, in the House of Representatives, was to indirectly censure the highest officer of the navy in rank for writing two leaters, one of which was made public by himself and it the other, it is supposed, by enemies, in revening for his active opposition to their efforts to advance themselves in a way which he believed to be detrimental and injurious to the discipline and elliciency of the service, and for bringing to punishment certain defauters to the government. All of ms former meritorious services in the war with Mexico and during the relegion were necessively of instormer meritorious services in the war with Mexico and during the rebellion were overlooked, and, what is very sugular, while there was a de-

bate in relation to him and his advancement in one branch of Congress the other branch was listening to a cutogy on the late commander-in-chief of the rebel armies.

A commander of a squadron abroad a few years since has just been censured by the House of Representatives for actions which were commended at the time they were performed, not only by the then Secretary of the Navy, but the Secretary of State also; and at the same time it was proposed to censure officers for not partaking of hospitalities which were "never tendered." One has since remarked that it was hard to be starved in Paraguay and censured at home, the fact being that the onicers "had no refreshments from seven A. M., when they left the ship, until nine P. M., when they returned to it."

JUSTICE.

Commander Phelps, Lieutenant Commander McDougal, Masters Hutchins and Arnold and Second Assistant Engineers Kelly, John Brosnahan and Harmony have been ordered to examination for

## UNWISE WEISS.

A Warning to Country M. D.'s-How a Physician from Westchester County Came to Thi City to Buy a House and Got Sold-A

A case came before Justice Bixby, at the Yorkville Police Court, yesterday, the particulars of which will be found interesting, besides being a warning to folks who are constantly running into snares late for them by "sharpers" and thieves.

On the 12th of April last Dr. Conrad Weiss, of East Chester. Westchester county, came to this city for the purpose of investing his cash in a brown stone house. While in search of such he came across two clever young men, named respectively Charles J. Seymour and William E. Brusle. Having ingrafilated themselves into the doctor's good graces they were not long in learning his business. The doctor then learned for the first time that Mr. seymour was a house agent, and that he had some private dwellings for sale which he had no Joubt would suit the doctor. There was one, especially, No. 112 East Thirty-first street, the property of a Mr. Barker, which was the very description of a dwelling which he wanted. The house was visited, and it pleasing him the doctor closed a bargain and East Chester, Westchester county, came to this city

visited, and it pleasing him the doctor closed a bargain and

AGREED TO GIVE \$25,000
for the house, furniture and ali, the price demanded. They, however, refused to put him in communication with air. Barker until he would first pay them their commission, \$100. This proposition did not seem to suit the doctor, for he refused, point clank, to throw away his money in that manner.

ANOTHER PROPOSITION

was then made to him, which pleased him somewhat better, and he agreed to sign his name to a note for \$100, payable to the order of J. B. Kayser in three months. These three months, he thought, would have given him time, if there was anything wrong about the transaction, to discover it before the payment would become due. But he had calculated without his host, for it was nor many days after when he discovered that the note had been already cashed. At the proper time it was presented for payment, but he having a ready discovered that Mr. Seymour had no authority from Mr. Barker or anybody else to sell the premises above mentioned, and that THE HOUSE HAD ALREADY BEEN SOLD

by the real owner to another party, the doctor re-fused to honor the note. The party who held it sued for the amount and won. The doctor still re-fused to pay up, and the result of his stuebornness was that his property in East Chester was seized upon and auctioneered off to pay the \$100. This is the whole case as presented by the doctor hunself in his affidavit. In his affidavit.

The defendants were held to answer in default of \$1,000 bail cach. Both of them, it is believed, are respectably connected, but instead of endeavoring to make an honest living and become good cuizens they have turned "sharpers."

SERIOUS SCAFFOLD FALL IN NEWARK.

Yesterday, in Newark, while Mr. John Godby, of Pennington street, was busy working on the outsid of his new house, a beam of timber fell on the scaf-

# THE LITTLE TIN BOX.

How the French Navy is Rendered Worthless for Offensive Operations.

The Torpedo Throughout the World-An Extended Application of the Principle-The Perfection of the System-"The Little Tin Box" as Opposed to Whole Squadrons-Shall Great Navies Cease to Exist?

HAVRE, Dec. 18, 1870. This great war between France and Prussia, prolific in many novelties and grand surprises, has taught, above all other lessons of its brief exist-ence, how an army may be strong, on the one hand, and a vast naval establishment powerless on the other. France is the strongest naval Power in the world. She has the most numerous armed marine, the most diverse systems of naval architecture, the most accurate works on navigation, and an ordnance comprising, in a large measure, the improvements of every other service. Her docks, her fortified coasts, her iron-clads, her officers, taught in every clime; her seamen, who handle the oar with a concerted mechanism-these have all been useless since the Duc de Gramont cried

"WAR ! in the Corps Legislative, and Ollivier declared that he entered on the struggle with a light heart. And why have the mailed and wooden squadrons of France been laid up in ordinary, so to speak, when they had been constructed, armored, rigged, equipped, manned, officered and exercised especially for this war, long expected, between Prussia badly crippled, gigantic as she is, when she wants nothing, asks for nothing, demands no seamen, no berg, which she bought from the vard of the most eminent of American ship builders? These questions surely involve the whole inaction of the French narine, once proud and confident, but now crest fallen and humiliated.

When the war first broke out the American public heard of

IRON-CLADS PASSING DOVER, bound westward, of iron-clads again bound eastward, of the blockade of the German coast and of the probable bombardment of Hamburg and the other seaports of Prussia. Of these matters the public hears no more, and the fleet has even ceased to make an appearance of activity. There are many causes for all this lamentable stagnation, but that bove all others is the invention of

THE TORPEDO, which, in fine, has held the whole navy of France at a very respectable distance from the coast. The torpedo by itself has made the French squadrons of the north nothing but a roaming amateur fleet in pursuit of flying merchantmen, who are be-friended only by the dense fogs and invited by harbors in close proximity on several neu-tral coasts. It has been found impossible for the French cruisers even to appreach the coast within bombarding distance of any town, much less to enter a harbor. Shallow water has no do ubi had something to do with this inaction of France, but not all; for immediately after the Luxembourg affair of 1857 light draught vessels were built in great number in Brest, Cherbourg and the other dockyards of France. These were plated with armor, put on longitudinally, affixed in sections, and seem ingly these vessels were more adapted to stand a

ingly these vessels were more adapted to stand a heavy musketry fire rather than even.

These fleet steaming craft, upon which were placed some of the heaviest guns in naval ordnance, could not penetrate the Elbe, the Jahde and the Weser. The only obstructions, the sunken vessels, have naturally left channels, but all the linets and outlets are commanded by that unseen but imperative agent—the torpedo—and it is this LITFLE TIN BOX, no larger than a man's hat, which has defeated, held in check and taken from the French mavy the lustre of its former days. This is the naval history of this war up to the present day—the torpedo has beaten the navy. Here is the practical application:—In Havre during the past few days there have been many English military and naval officers, besides clouds of people chaming to be artificrists. An American man-of-war has been present in the basin, and there has also been an unusual minux of newspaper correspondents. It may be readily imagined that with sheen a crowning of the newspaper. paper correspondents. It may be readily imit that, with such a grouping of the processions were long and gaseous discussions concerning the result of a war between the United States and Eng-land. It was generally agreed that England, as lar as number of guns and heavy armament were con-cerned, was much the stronger navai Power. No doubt she is. She has her

doubt she is. She has her
SQUADRONS IN EVERY SEA,
vessels building in all her docks, fron-clads thicker
than wooden vessels, and the learned peers go up
to Shoeburyness to see the artillerists knock down
fron platting with an Armstrong or Whitworth.
With the United States matters are entirely differ-

with the United States matters are entirely different. Her navy is going to decay day by day. Her Iron-claids are in the market; her monitors, with equal facility, can go to sea and go down at sea, and the Western people, who see no use for a commerce to bear their products to the Eastern world, of course see no use for a navy to protect it. This is the whole story with the United States navy—a service which in its brief and brilliant history of less than a century has made the American name what it is abroad. Now, the feeling of the Royal naval officer is that when the war breaks out [as from the sentiments I hear expressed on every hand, both in Enghand and on the continent, I sincerely believe it will soon), the navy of Great Britain has only to approach the coast of North America, drop anchor, spring the broadsides on and begin in this way to razee the seaboard and reduce the Union. This is the plan; but not all of it. Clyde steamers are to prey upon our trading marine, and Great Britain herself is not to lose any commerce. But when it was coalended that "America would have no commerce, would need none, but was rich enough, industrial enough, to live upon the enormous resources natural to the country—that we had more than we desired"—then the advocate of John Bull was obliged to recede from his Clyde steamers and British priva cering business, because there would be no prey for his Clyde hounds.

THE TORPEDO.

Then came the great and absorbing proposition

would be no prey for his Clyde hounds.

THE TORPEDO.

Then came the great and absorbing proposition that the iron-clad squadrons of Great Britain can lay to, under the lee of American shores our a cities, send the vast wave of humanity which covers the Atlantic seasoard recoiling line the country, and then repair to other exploits. This was plain and simple enough fifty years ago; a half a century has made improvements. Our war gave birth to the torpedo, and "the little tin box" now confronts the fleets of the whole world and is their master. In our war the torpedo was young, but he was precoour war the torpedo was young, but he was preco-cious; and, therefore, often feil snort or his falini-nating purpose. We proved his master. We made "deviis" and tongs and machines of all kinds for cour war the corpedo was young, but he was precocious; and, therefore, often feit snort or his fulininating purpose. We proved his master. We made
"devis" and tongs and machines of all kinds for
fishing the infernal weapon from the deep; and
succeeded admirably, but often losing a fine
vessel, with a craw of noble officers and
men. Still it can be said that the torpedo was subjugated, in the main, during the war. In the past
seven years rapid strides have been made, until today we see "the little tin box" set up against the
French navy and the French navy strikes her colors.
Why is this? Because Prassia has the best torpedo
system in the world. She has perfected it under
fine mechanics, great chemicals and able engineers.
Torpedoes are no longer centined to shallow water;
they can no longer be fished up like the log of a
rotten nulk; but the "intile in box" has undermined
the sea, and just the moment a ship gets over one
of the iron fish the gills open, there is a parting of
the waters and a parting of the ship, and in a few
moments some floating deck wood tell the story.
All along the German coast the water is like

A Hege Percussion Primer,
and the signtest friction and it does is duty. Torpedoes are laid down like net work, and there can
be combination or isolation to suit the operator, and
the whole system on the German coast is a perfect
pecce of mechanism. The French navy has been
appalled and mas reluctantly retired. Now either
the French navy is very cowardly—which I am not
disposed to beheve—or this torpedo system is almost
perfect, which I do believe. Or what use, then, is
an offensive fron-clad non-seagoing navy? Obviously none at ail. That is what I told our Entish
friends. We could call in our simpling, lay an embarge upon all our comaerce, rue out our gams and
stand by the lock strings and then only seal our
ports up with "the little tin box." Then, Mr. John
buil, of what use to you are Captain Cole's inclined
sides, the Beilerophen, the Biack Prince and whole
Captain class? In the f

"But, my dear fellow, you don't mean to tell me that the Americans would use the torpedo against

Euglish vessels? That isn't decent wariare," said an English officer to me.

"We will put them down in our harbors, and it will rest with your discretion to pass over them or not."

It is hardly necessary to say that these impressions on the little tin box" make an Englishman feel very unpleasant; because, said this one in particular "destroy the usefulness of our navy and England Gobs To The Devil."

But it must be submitted to every candid judgment whether England's power has not be paralyzed by this submarine toy. This is, indeed, a great question—one which, I fear, the world has overlooked in hearing of the chassepot and the needle-gun, and in admiring Sedan and Metz. From any standpoint it is the most important of all international inventions, and it may do mankind good to know that there are upwards of a thousand mechanics now in Europe are making daily experiments. Captain E. O. Matthews, one of the finest gunners in the United States Navy, and who has prepared a work on naval ordnance, is now engaged in experiments at Goat Island, in Newport narbor, where the torpedo station is located, and this accomplished officer is the bost man in the service to examine iato and perfect "the little tin box." Yet would it not be well for the United States to examine into the torpedo nets along the German coast? Would not such an inspection disclose with precision why this water weapon has enfeebled a whole navy? All remember how the monitor by

A FEAT OF EVANESCENT PRESTIDIGITATION leaped into international notice and how suddenly the whole system tumbled flat at full length. However, its name oversorend the whole world. "The little tin box." less rapid in being one of the sensations of modern wariare, and therefore more substantial as a weapon of offence, has achieved its victory with blood, and has proclaimed, "thus far shall thou come and no farther;" and not until menot-war are built with earth fortifications and sand bags for bottoms will "the little tin box" resign its empire. Naval Powers of great strength and

### THE SIEGE OF HAVRE.

Operations Becoming "Mixed"-A Spy from Paris-The City Open on the South and Provisioned from the Outside-Minister Washburne's Report-The British, French and United States Squadrons.

HAVRE, Dec. 26-10 P. M. I was sitting in the fumoir of the Hotel de l'Europe this morning in company with a high officer of the regular army, when a spy arrived who had meeting, and I regret that silence is imposed upon me, because I was partially an unwilling listener to

I am at liberty to say that he brings the news that Paris is open on the south from Charenton to Montrouge and that beeves and horses are being sent int the city. Paris still had ample provisions, the esprit de corps was good, mederation prevailed and there was

corps was good, mederation prevailed and there was generally joy at the last sortie of Ducrot. He says Paris is entirely free.

Captain C. H. Wells, of the Shenandoah, has received a letter from Minister Washburne, dated the 12th December, in Paris, in which Mr. Washburne, by implication, indicates that Paris is still able to sustain its position for an indefinite time.

Colonel De Faby, one of the oldest and bravest soldiers in the French army, was appointed commandant en chef of the troops here, while rendering me a slight favor yesterday at the Elai Major. The commands is over tabity thousand men, and it was given in a word and accepted in a second. He is a man who commanded the artillery at Magenta, and, like Bou baki, does a great deal and says very little. He is the best man for the position—cool, quiet, unassuming, jolly, and to the point—of the bayonet.

leon's Yacht-The Navies on the French Const: English, French and American-The United States Steamer Shenandoah-Her Condition and the Hospitalities of the People.

HAVRE, Dec. 26, 1870. The naval operations of the war, as I have write ten the HERALD in a former letter, amount to nil. The French for a brief period were able to harass and embarrass the German steamships; but even i this regard the French marine has fallen short of its duty. No doubt the service has suffered serious weakness because of the large draft which the gov ernment has made upon the naval rolls for gunners in Paris, out of Paris and in every part of France, But this could hardly prevent the navy from making serious demonstrations on German commerce were it not either from an astonishing timidity or an incomprehensible policy. The world was gravely told by Jules Favre that aggressive movements should cease after the 4th of September, and shortly after tne blockade was raised, and the government, ad-

hering to its technical designation, from that moment warned France to rise to the "national defense." It may not be necessary to assure the readers of the HERALD that THE FRENCH NAVAL OFFICER is a man who thinks little of any navy but his own, and that after this war reason may get the better of his prejudice, and he may acknowledge as a fault

what he now praises as a fine quality, The German steamers, we are informed here, run regularly from Hoboken, and go around Ireland, without much difficulty in reaching port. The only cases of prizes captured and brought in for adjudication were six vessels, of varying tonnage, taken by the French steamer De Sair, which was formerly the celebrated steam yacht Prince Jerome, belong

These faint instances of activity, if I may except burning coal and getting under way, consti-tute the achievements of the French navy during the war; but it must be admitted the navy was almost made a cripple by "the little tin box" planted slong the waters of the German coast. Now let us look at

THE THREE NAVIES as they appear in this port—of course, I mean, those of America, France and England-and see how they stand in comparison, which must be based upon the ship herself, her model, rig, ordnance, appearance. routine, discipline, officers and personnel. The Shenandoah, United States corveite, thirteen

routine, discipline, officers and personnel.

The Shenandoah, United States corvette, thirteen guns, Commander C. H. Wells, is the finest looking man-of-war in the basin. Ignoring dimensions she is the exquisite perfection of nice flotation. Her lines are nowhere abrupt, and she has not that over-virtuous fault of being oversparred. Fortunately for her beauty of profile she was cut eown by the late terrible cyclone, through which she passed with so much success, and now with stump topgallant she makes a picture alongside the spanish affair on her port beam anothe Norwegian concern on her starboard. It would take a chapter to détail the routine and police of the Shenandoah and how they are applied; but I can say that I nave never seen a neater ship in my life. It is the peculiarity of the vessel. She has write decks, taut rigging and gear, burnished prass work, a lustrous battery, and the men always look as if they had just been paid off, you may imagine that a "swell" vessel like this excites much envy and comment here, and especially among merchant mariners, who are never weary in criticising their fraternal saits, who, more unfortunate than themselves, know navigation, seamanship and discipline quite as well in theory as in practice. One of these sons of Neptune was talking to me the other day about the slow, heavy, torpin way in which evolutions were perferented on board an American manof-war. Two nours afterward I was on board the Shenandoah, and topgallant yards were sent down and secured in the rigging in two minutes and ten seconds, though an awaing was a the time stretched over the quarterdeck. At another time the Shenandoah sent up her mizzen topgallant mast from the deck, fidded it, set up the rigging and piped down in forty-five seconds.

I need not say that such evolutions have given the ship great prestige here, and that in her officers, affoat and ashore, she is a good representative for this important squadron.

DESPATCH BOAT HELICON

andat and ashore, she is a good representative for this important squadron.

The English

DESPATCH BOAT HELICON

is here, and, though the boast of the English naval officer is the close discipline of her Majesty's service, one must have a very strong eye to observet. In truth, the discipline on board of her most gracious Majesty's lumbering, deep and narrow craft is neither better nor worse than in our service. The men do not feel better, they do not, work better aloft; but, it anything, the English tar is the hardiest, with muscles like the engine shat. This is rum-toughening at sea, which our service abandoned in 1861, and when we see a particularly spry English man-of-war be sure that its decks are covered by whilom American seamen, who left our navy when they could no longer repair the main brace. Grog was a time-honored custom in the service; it was in the routine and the seaman's hope, and nothing but a brief gust of undue and misconceived plety could ever have dealt the blow at the efficiency of the American man-of-wars-men. Of the English officers here, they made a good impression by their frank, satior-like ways, but in the improvements in gunnery and the march of the English officers here, they made a good impression by their frank, satior-like ways, but in the improvements in gunnery and the march of nava selence our efficers were in every way their superiors, without at all reflecting upon their good sense or common understanding: and this is gratifying to the American people, who should be proud of a navy that does so much for the credit of the country with so little osteniator. English officers know the details of their own English practice, but disdain all other naval authorities, white our officers con the other hand, are educated in every branch, from whatever source.

The English officers, however, have much to feel satisfied with when they read Secretary Robeson's report and find that the United States Navy is 181 yessels and 1,306 guns only, and this is the good

natured taunt which they are constantly throwing out. If in the future we have an increased commerce we must have an increased navy, not a navy of sloops-of-war or immovable monitors, but of gigantic sea-going iron-clads.

THE FRENCH NAVY

I cannot better describe than by relating a story (in a double sense) told by a distinguished officer in that navy at a social gathering in Havre. Ignorant probably of the presence of an American, and during a discussion on marine matters, this officer went on to say that some twenty years ago he was in the Sandwich Islands, on the naval station of his squadron; that he went on board the United States sloop-of-war Portsmouth, Captain Montgomery, and that one watch was on liberty, with the captain ashore, and that before sundown about a dozen men of the watch went aft, demanded to leave the ship, which was peremptorily refused by the officer of the deck; that these men then lowered a boat, manned it, and, without let, bindrance or protest, they rowed ashore, where they remained a week, often meeting the officers. At last they returned on board, and they were neither punished nor reprimanded, but went to their work. These men, if they acted as charged, should, in lowering a boat, have been trief, for desertion, and, in attempting to leave in defiance of orders, should have been shot, without benefit of clergy, otherwise at sight.

Now, I have sought in vain for a confirmation of this narrative among officers then in the squadroncan may one confirm it? Perhaps some one may ask, "How does this describe the French may?" in the fling at our service, and in that same self-assumed superiority over other navies, characteristic of the Frenchman, and which cost France Sedan and Metz.

The command of the Shenandoub gave a Christi

istic of the Frenchman, and which cost France Sedan and Metz.

CHRISTMAS UNDER THE FLAG.

The command of the Shenandoah gave a Christmas dinner on board yesterday, and the onicers are enjoying all the social privileges incident to a besieged city in need of entertaining young gentlemen who know the art of pleasing. Charades, hops and private cheatricals prevail; but even above those I have found that the bewitching faces of the American ladies here are the theme in the wardroom mess, and a subject for refreshing reverie when pacing the quarterdeck during the mid-watch.

STATIONS OF THE AMERICAN SHIPS. Guerriere, ordered to the station. 21
Franklin, at Nice. 36
Brooklyn, just arrived at Cadiz. 20
Richmond, at Nice. 11
Shenandouh, at Havre. 12
Flymonth, at Nice. 12
Flymonth, at Nice. 12 luniata, at Cadiz.....saco, coast of Spain and Portugal.....

#### DOCK DEPARTMENT.

Meeting of the Board of Commission Obstructions on the Piers to be Removed by May Next-The Effect of Extending the Plers Into the Harbor-Views of Two Veteran Pilots.

at two o'clock, in their rooms, corner Broadway and Leonard street. President John T. Agnew in the chair. Commissioners Richard M. Henry, Wilson G. Hunt, William Wood and Henry A. Smith, prese The report of the Executive Committee in favor permitting the Dry Dock and East Broadway and Battery Railroad Company to use pier No. 43 North and ice removed from the tracks was adopted. The Auditing Committee reported bills amounting in the

aggregate to \$6,531 06, which were also adopted. Commissioner Wood offered a resolution not topermit any one other than a Commissioner to see and examine the plans of the Engineer-in-Chief for the improvement of the water front of the city of New York till such plans be completed and shall have received the sanction of the Commissioners of the

Sinking Fund.

A communication from Mr. Henry Hilton, of the Department of Public Parks, was received, asking for three piers on both the North and East rivers to deposit stone used in roadmaking on the Boulevards. Referred to the Executive Committee.

A memorial from the New Jersey Railroad Company asking for the use of piers foot of Desbrosses; street, was similarly referred.

Mr. Wells, of the firm of Wells & Bontecon, was here introduced to the meeting. He stated that he had leased the pier between Twenty-third and Twenty.

Mr. Wells, of the firm of Wells & Bontecon, was here introduced to the meeting. He stated that he had leased the pler between Tweaty-third and Twenty-fourth streets, North river, and had built a structure there at his own expense to accommodate his business. As he had been notified by the Department of Docks to remove these buildings, he said, as a good citizen, he was willing to do so; but there were a hundred others along the river who were using the piers for their business, and the law should operate alike on all. Permission was given to occupy the place till 1st of May, but after that time all these obstructions on the river front were to be removed by order of the Board.

Two New York pilots, Messrs, Britton and Taylor, having tailirty years' experience in New York hardor, having tailirty years' experience in New York hardor, had been invited to give their opinion on the effect of extending the pierheads 100 feet outside the present line. After some discussion, in which General McClellan, the engineer-in-chief, took part, they concluded it would be beneficial to the harbor and tend to improve the channel. Mr. Britton was in favor of having the space between the piers at least 250 feet, to facilitate the handling of large vessels.

On motion of Mr. Wood, the meeting then added. On motion of Mr. Wood, the meeting then ad-

## THE NATHAN HERDER.

Curious Phase of the Case in Jersey.

A workman employed by ex-Mayor Peddie, of Newark, appeared the other evening before Justice Mills and wanted to make a charge against the witches who, he said, were contin him. They had, he said, revealed to him the nam of the murderer of Mr. Nathan and o the perpetrators of divers other bloody crime Meanwhile Alderman Stainsby came into court, and to him the madman pointed excitedly as being one of the witches. Somebody suggested that the Count Joannes be sent for forthwith, but the magistrate only smiled loudly. The workman left, saying he would go to the higher courts and see if he could not obtain protection. The poor feilow has been deranged for quite some time.

THE BODY OF A MAN (SUPPOSED TO BE A NEW YORKER ! FOUND IN SAVANNAH, GA.

[From the Savannah Republican, Jan. 8.]

We notice in the Republican of yesterday the accidental finding of a dead man in the vicinity of the city, on Dr. Screven's place, the particulars of which we learned from the thormant of the Coroner. The Coroner being notified of the fact on the evening previous, at about five o'clock, thought it useless to go to the spot at that late hour; but early yesterday morning, with several others, he visited the place and found the facts as described in the Republican. Upon a partial investigation of the body and its surroundings it was discovered, from the clothing and other evidences upon the person of the deceased, that his name was George Bartlett, and his probable nativity the State of New York, as upon his person was found a key ring, with keys attached, bearing the inscription:—"George Bartlett, 40 Park place, New York."

His underciothing were also marked with the same initials, leading to the conclusion that such was his name and nativity. His body was found as already described, with his face and a portion of his head imbedded in the mud of the branch, the waters of which were flowing over him. He had on clothes consisting of an overcoat, an under coat, drest gatters, two undershirts and two pairs of drawers.

of which were flowing over him. He had on clothes consisting of an overcoat, an under coat, dress gaiters, two undershirts and two pairs of drawers some of which were marked as stated. His shirt had in figold studs and sleeve butions, and in his pocket was found \$3.85 in currency, and also a memorandum book, which was so saturated with water as not to be opened without destroying the evidence. He also had on a silver water with a guita percha chain. His hat, a high silk benver, was lying some distance off, masked to the rim.

On being removed it was thought that, from the appearance of the forehead, which exhibited signs of blood, there was a fracture of the skull; but upon examination by a surgeon, who made an inclision, it was found that no fracture of the skull; but upon place, the blood being accounted for by the pressure upon the earth, in which the face was imbedded. The Coroner, finding that it would be impossible to have the inquest in consequence of the finiture to procure witnesses, had the body removed to a dry place, near the spot where it was found.

A MOTLEY-SUMMER ORGAN ON THE CAUSES FOR MOTLEY'S

EMBYAL.

[From the Boston Daily Advertiser (Sumner organ)
Jan. 12.]

The offence enarged upon a r. Motley by Secretary
Fish has some points of resemblance to a proceeding for which the late Whilam L. Dayton, Mr. Lincoln's Minister to France, was censured by Mr.
Seward. Mr. Motley, it will not be forgotten, was
accused of departing from his instructions and of
pressing his own private opinions instead on the
British government. The case of Mr. Dayton occurred in connection with some negotiations in rogard to the deciaration of Paris. On the outbreak
of the rebellion he had been instructed to announce
the unqualified adhesion of the United States to
that compact, by which act Mr. Seward expected
to bind the government of France to regard the
rebel privateers as pirates. Mr. Adams, at London, was similarly instructed. Both France and
Great Britain had already recognized the rebels as
beligherents, and Mr. Dayton saw that they agreed
in regarding Mr. Seward's proposition as prospective only, and not to be construed as affecting the
South. He therefore delayed acting on his instructions till be could communicate his fears to the
State Department. Mr. Seward was quite indignant that any such difficulty could be raised, and
wrote to Minister Dayton to that effect, directing
him to go on and complete the negotiation. He did
so, and the issue was exactly as he had predicted,
The French Minister would sign the protocol only
on the express condition that it should not be held
for question the right of the rebeits to issue privaleers. Of course this was the very right which
Mr. Seward wished to restrict, and the negotiation
was by his order terminated. Mr. Dayton's sagacity
was fully vindicated, and but for that and the frankness of the French government in explaning in
advance its understanding of the treaty Mr.
Seward's precipitatery mign have involved the twe